

A Message from General President James P. Hoffa



Four More Years?

Across the country, working families are struggling to make ends meet because of the failed economic and trade policies of the Bush administration. It's time for a change, and the Teamsters Union believes Sen. Barack Obama can enact that change.

For all the reasons we endorsed Sen. Obama for president, there are just as many reasons why John McCain would be dangerous for American workers. The main reason, though, is simple: A McCain presidency would be the same as a third term for Bush.

So many issues important to working families and the Teamsters Union hang in the balance during this election. What's at stake? The Employee Free Choice Act. The fate of the Mexican truck program. Worker misclassification legislation. Trade policies. Aircraft maintenance outsourcing. The list goes on and on.

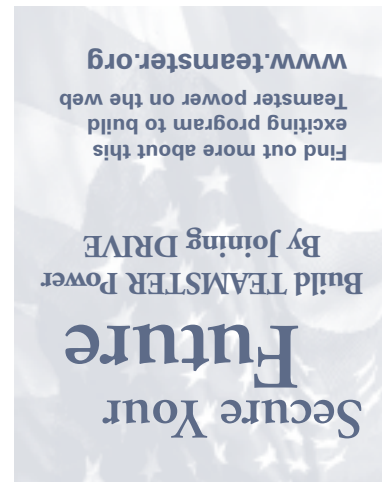
One thing these issues have in common is that if it's good for American workers, McCain

is against it and Sen. Obama supports it. McCain has a 16-percent voting record with labor—one of the lowest in Congress. His record after 26 years in Washington paints a portrait of a man whose ideas are stale and stuck in the past.

A unified voting bloc of 1.4 million Teamster brothers and sisters can sway this election in the right direction—toward meaningful change. With Teamsters working to get Sen. Obama and other labor-friendly politicians elected, it benefits not only our nation but our union.

To find out how you can get involved in your community, visit TeamstersForObama.org and log in using your members-only password, Obama08.

A handwritten signature in blue ink that reads "James P. Hoffa".



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James P. Hoffa, General President • C. Thomas Keegel, General Secretary–Treasurer • Tyson Johnson, Freight Division Director

McCain: More of the Same

A McCain Presidency Would Amount to Third Bush Term

The next president of the United States will have his work cut out for him. The Bush administration has done all it can



to marginalize those Americans who work for a living and stack the deck for powerful corporations. The Teamsters Union has endorsed Sen. Barack Obama for president because he is the candidate who will deliver much needed change.

Knowing why Sen. Obama will be good for working families as president is as important as knowing why John McCain will be bad for working families. And there are countless reasons why, but the most important one is McCain would further the Bush policies that have been so destructive to all but the most wealthy.

“Looking at the problems facing our great nation, and the presidential candidates who will inherit eight years of disastrous policies and neglect of working families, one thing is clear: McCain is not the person who will right the wrongs of the Bush administration,” said Jim Hoffa, Teamsters General President.

“There is no doubt that McCain’s service to his country during the Vietnam War was admirable. There is also no doubt that McCain is not the ‘straight talker’ he makes himself out to be,” Hoffa said.

Again and again, McCain has made it clear that he is an advocate for the rich and powerful

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Change Helps Companies Compete

Utility Worker Classification Creates Work Opportunities

A provision in the recently ratified National Master Freight Agreement (NMFA) has provided Teamster freight members with new work opportunities and has made the Teamster carriers more competitive with their nonunion competition.

In June, the YRC Corporation-affiliated companies—Yellow, Roadway and USF Holland—reconfigured their road operations in a so-called change of operations under Article 8, Section 6 of the NMFA. Then the company filed a change of operations involving the new Utility Employee (UE) classification contained in the recent NMFA.

Ordinarily, a change of operations would result in some job losses. However, because of the utility employee position, the overall effect on Yellow and Roadway was a net increase in Teamster jobs. In addition, displaced workers were able to follow the new jobs that opened up.

Utility Worker Classification

“The utility worker classification gives the employers flexibility and makes the companies more competitive, while at the same time provides job security for our members,” said Tyson Johnson, Director of the Teamsters National Freight Division.

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Creating Opportunities

A Message from Freight Director Tyson Johnson



When we negotiated the recently ratified 2008-2013 National Master Freight Agreement, a big part of the agreement was creation of the new Utility Employee (UE) position.

This new position was aimed at giving the unionized companies a better chance to compete with the nonunion carriers. The UE positions handle next-day and second-day freight exclusively in a designated part of the terminal.

We all want the unionized companies to fare well against the nonunion competition. I'm also pleased to report that this new position is giving members new work opportunities. This was the case after a recent change of operations—our members at Yellow, Roadway and USF Holland benefited in large part because of the new UE position.

When we negotiated the NMFA, we stressed the importance of strengthening our members' job security. I think we have gotten off to a strong start with the UE position.

We will be carefully monitoring how this position affects our members as we continue to protect our members' interests.

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and does not care about working people. He voted to eliminate overtime pay for 8 million American workers. He voted to allow companies to cut and eliminate pensions for their long-term employees. He voted to weaken OSHA workplace regulations designed to prevent injuries on the job.

Failed Trade Policies

The policies McCain wants to implement as president would amount to a third Bush term. Both McCain and Bush support anti-union laws that make it harder for workers to unionize. They have no meaningful plan to deal with our country's health care crisis. And they dismiss the good-paying manufacturing jobs we lost due to NAFTA and other unfair trade deals with no plans to replace them. The failed trade policies of our nation have no doubt contributed to the economic woes we're all facing now, so it's important to look at what a president McCain might do.

"If I were president, I would negotiate a free trade agreement with almost any country," McCain said in a speech in 1999.

We need to elect a new leader who is willing to break with Bush's failed policies, not someone who, while in

the U.S. Senate, voted with the Bush administration 95 percent of the time in 2007.

Anti-Worker Record

"I don't want a president who has said he 'doesn't really understand economics' or has recently said that 'the fundamentals of the economy are strong' like McCain has. I want a president who recognizes the dire straits working Americans are struggling through and won't whitewash the problems," Hoffa said.

It's also no surprise that McCain has a decidedly anti-worker voting record, for example:

- McCain voted against the Employee Free Choice Act [H.R. 800, Vote 227, 6/26/07];
- McCain voted for a National-Right-to-Work Act [S. 1788, Vote 188, 7/10/96];
- McCain voted to allow employers to hire permanent replacements during a strike [S. 55, Vote 189, 7/13/94];

Working men and women can't afford to put McCain in office in November. He will continue killing our jobs and keeping power in the hands of billionaires and Wall Street. McCain will be just more of the same.

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"This increase in flexibility is important because it helps fund the increased contributions to our members' health, welfare and pension funds and pays for the increased benefits. It also pays for the solid wage increases they received. It's good for our members and it's good for the employers. Plus, the utility worker position wage is \$1-an-hour over the standard rate of pay."

The UE position was created because certain types of time-sensitive next-day and second-day less-than-truckload (LTL) freight cannot be handled through the "hub and spoke" network that requires multiple handlings and transfers.

The UE is bid from both road and local cartage boards based on seniority and paid the \$1 per hour premium rate of pay.



Teamsters Commend Senate Panel's Cross-Border Action

Amendment Makes Clear Congress' Opposition, Hoffa Says

Teamsters General President Jim Hoffa commended the Senate Appropriations Committee in mid-July for approving an amendment to ban any and all programs to open the border to long-haul trucks from Mexico.

The amendment, sponsored by Sen. Byron Dorgan, D-N.D., rejects the Bush administration's pretense that it can lawfully operate a pilot program to allow Mexican trucks to travel freely on U.S. highways. It passed by a vote of 20-9.

A federal law took effect on December 26 that bans funding for the Bush administration's pilot program allowing unsafe Mexican trucks into the U.S. interior. In brazen defiance of that and other laws, the Federal Motor Carrier Safety Administration (FMCSA) claimed it didn't understand the intent of the law. FMCSA refused to shut down the pilot project that had begun shortly after Labor Day.

"This amendment makes it as clear as day that Congress wants the border closed to dangerous trucks," Hoffa said.

"The Bush administration apparently doesn't give a damn if Americans get killed on the highways," Hoffa said. "We're grateful that Sen. Dorgan and the members of the Appropriations Committee do give a damn."

"It's outrageous that this program has been allowed to continue despite the fact that it's endangering American lives," Hoffa said.

"A Dangerous Precedent"

The Department of Transportation's inspector general reported earlier this year that FMCSA didn't know if it was inspecting all trucks from Mexico at the border.

FMCSA opened the border to a Mexican trucking company with a long history of hazardous safety violations, Trinity Industries de Mexico. Trinity's 16 trucks averaged 112 violations each—according to FMCSA's own database—in the year before it was admitted to the pilot program.

The amendment says none of the funds appropriated for the Transportation Department "may be used, directly or indirectly, to establish, implement, continue, promote, or in any way permit a cross-border motor carrier demonstration program to allow Mexican-domiciled motor carriers to operate beyond the commercial zones along the international border between the United States and Mexico, including continuing, in whole or in part, any such program that was initiated prior to the date of the enactment of this act."

The Teamsters believe the pilot program creates a dangerous precedent on American highways because Mexican trucks and truck drivers are not held to the same safety standards as their U.S. counterparts.

The Teamsters and other safety advocates challenged the legality of the program in the 9th Circuit Court of Appeals in San Francisco. The judges have yet to release their decision.